

Message Text

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44

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 IO-10 OIC-02 AF-06 ARA-06 EA-07

NEA-10 CAB-02 CIAE-00 COME-00 DODE-00 DOTE-00 INR-07

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E. O. 11652: N/A

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO, LIMITED NAT REGIONAL AN MTG 1976

REF: A) MONTREAL 1985 B) STATE 292818

1. MISSION APPRECIATES INFO CONTAINED IN REF B) BUT FEELS ADDITIONAL WORK IS REQUIRED BEFORE LTD NAT RAN MTG (25 AUGUST 10 SEPT). US AND ALTERNATE REPS IN DAILY CONTACT WITH IATA AND CONTRARY TO INFO CONTAINED IN REF B) US AIRLINES HAVE NOT REPEAT NOT REQUESTED IATA TO PROPOSE IMPLEMENTATION OF OMEGA IN ICAO DOCUMENTATION. DEP DIR/IATA IS CONCERNED AS TO SITUATION WHICH MAY EXIST IN NAT WHEN LORAN A STATIONS ARE WITHDRAWN. HE STATED IATA IS WORKING ON POSITION TO BE TAKEN BY THEIR DELEGATION AT LTD NAT RAN MTG AND ADMITS A NUMBER OF THEIR MEMBER AIRLINES WOULD PROBABLY PREFER TO HAVE LORAN A STATIONS REMAIN IN OPERATION FOR BETWEEN 6 MONTHS AND A YEAR BEYOND SCHEDULED WITHDRAWAL DATE. HOWEVER IN LIGHT OF USER CHARGE SITUATION IT HAS NOT BEEN DETERMINED WHETHER IATA WILL TAKE THAT POSITON AT MTG.

2. US MISSION FEELS POSITION SHOULD BE DEVELOPED ASAP WHICH TAKES INTO ACCOUNT SYSTEM CAPACITY NEEDED IN NAT FOR LIMITED OFFICIAL USE

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PEAK PERIOD OF 1977 (TRAFFIC FORECAST PREPARED BY NAT

FORECASTING GROUP SHOULD BE USEFUL SOURCE OF INFO FOR THIS PURPOSE); SEPARATION EXPECTED TO BE IMPLEMENTED UPON WITHDRAWAL LORAN A (IT SHOULD BE BORNE IN MIND THAT COMPOSITE SEPARATION PROCEDURES NOW USED DURING PEAK TRAFFIC PERIODS WERE ACCEPTED BY IFALPA ON UNDERSTANDING THAT IF SIGNIFICANT CHANGE IN ENVIRONMENT OCCURS FEASIBILITY OF CONTINUED USE OF COMPOSITE PROCEDURES WILL BE REVIEWED). IT IS EXPECTED THAT ALL WILL AGREE THAT WITHDRAWAL OF LORAN A IS SIGNIFICANT CHANGE. IT CAN BE ANTICIPATED THAT SOME NAT STATES MAY SUGGEST COMPOSITE SEPARATION CONTINUE TO BE USED BY THOSE AIRCRAFT EQUIPPED WITH HIGHLY ACCURATE NAVAID SYSTEMS I.E. INERTIAL AND A SEPARATE PART OF AIR SPACE BE RESERVED FOR THEIR USE AND ALL OTHER AIRCRAFT NOT SO EQUIPPED BE PROVIDED ADDITIONAL SEPARATION IN OTHER AND PROBABLY LESS DESIRABLE PORTIONS OF THE NAT FIRS. ABILITY OF US CARRIERS TO NAVIGATE IN ACCORDANCE WITH REQUIREMENTS WHICH LEAD TO ACCEPTANCE OF COMPOSITE SEPARATION SHOULD BE EVALUATED IN LIGHT OF LORAN A WITHDRAWAL. IF IT APPEARS THAT US CARRIERS COULD BE PENALIZED BY NOT BEING ASSIGNED TRACKS USED BY AIRCRAFT EQUIPPED WITH MORE SOPHISTICATED NAV SYSTEMS I.E. INERTIAL IT MAY BE NECESSARY TO PREPARE CONVINCING DOCUMENTATION TO PERSUADE LTD NAT RAN MTG NOT TO RECOMMEND SEGREGATION OF TRAFFIC IN NAT FIRS AFTER WITHDRAWAL OF LORAN A. ADDITIONALLY IT IS SUGGESTED THAT AN ASSESSMENT BE MADE OF THE DELAYS WHICH MAY BE EXPECTED DURING PEAK PERIODS OF 1977 IN EVENT THAT IT IS DECIDED TO REVERT BACK TO SEPARATION STANDARDS IN EFFECT IN NAT PRIOR TO ADOPTION OF COMPOSITE SEPARATION I.E. 120 NM LATERAL 2000 FEET VERTICAL.

3. MISSION FEELS IT IS TIMELY TO HAVE A HARD LOOK AT ALL ASPECTS OF NAT AIR TRAFFIC SERVICES REQUIRED AFTER WITHDRAWAL OF LORAN A PRIOR TO LTD NAT RAN MTG AND SITES ABOVE ONLY AS EXAMPLES OF AREAS THAT SHOULD BE INVESTIGATED. NO DOUBT THOSE PRIMARILY CONCERNED IN WASHINGTON HAVE ADDITIONAL ITEMS TO SUGGEST. MISSION LOOKS FORWARD TO COOPERATING IN FURTHER WORK REGARDING THESE PROBLEMS.
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Margaret P. Grafeld
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